



APPROVED
SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE**

TUESDAY, DECEMBER 3, 2019

**One Civic Center - 3rd Floor Large Conference Room
Scottsdale, AZ 85251**

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:33 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

1. ROLL CALL

PRESENT: Michael Kuzel, Chair, Commissioner – Transportation Commission
Kyle Davis, Subcommittee Member
Jason Watton, Commissioner – Parks and Recreation Commission

ABSENT: George Ertel, Commissioner – Transportation Commission
William Levie, Subcommittee Member

STAFF: Susan Conklu, Senior Transportation Planner
Sharon Cini, Diversity Manager
Frances Cookson, Office Coordinator
Greg Davies, Senior Transportation Planner

2. PUBLIC COMMENT

There were no public comments.

3. APPROVAL OF MEETING MINUTES

Chair Kuzel called for modifications and approval of the minutes.

COMMISSIONER WATTON MOVED TO APPROVE THE MINUTES OF THE OCTOBER 8, 2019 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 3-0 WITH CHAIR KUZEL, SUBCOMMITTEE MEMBER DAVIS AND COMMISSIONER WATTON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. OLD TOWN SCOTTSDALE BICYCLE MASTER PLAN

Susan Conklu, Senior Transportation Planner, stated that in May 2019, the Maricopa Association of Governments (MAG) announced a Call for Projects for:

- Fiscal Year 2020 Design Assistance for Bicycle and Pedestrian Facilities (\$500,000 available)
- Fiscal Year 2020 Bicycle and Pedestrian Master Plans and First Time Updates (\$600,000 available)

On July 12, 2019, Scottsdale submitted an application for the Old Town Scottsdale Bicycle Master Plan, with the goal of making the area more bike friendly for all ages and abilities. Both the 2008 and 2016 Transportation Master Plans include bike elements, however they lack detail for Old Town. The Old Town Character Area Plan (Downtown Plan) feeds into the General Plan, does contain a circulation element, but represents a higher level view without significant detail. The Department's goal was to model this plan after the 2007 Downtown Pedestrian Mobility Study. The Plan will review local plans and studies, including AASHTO Guide for the Development of Bicycle Facilities as well as the NACTO Urban Bikeway Design Guide, data collection and analysis. Bike counts will include bike, pedestrian, scooter and vehicular at ten locations around Down Town. Also included will be analysis of crash data for bicyclists and three phases of public outreach. The desired result will be a prioritized list of recommendations for future improvements. Photographs of roadways and intersections were reviewed.

The application for funding was successful. MAG will contract directly with its approved, on-call consultants. Y2K Engineering was chosen as the primary consultant with Harrington Planning & Design and Streetlight Data as their subconsultants. Funding has an 80/20 split, with 80 percent federal and 20 percent local match. Scottsdale's portion totals approximately \$35,000.

In response to a question from Chair Kuzel, Ms. Conklu confirmed that funding is strictly for creation of the plan.

Chair Kuzel inquired about the potential for some ideas and solutions to be developed in-house. Ms. Conklu clarified that the City is not putting any of its own projects on hold while this project proceeds. The City is in the process of sidewalk, intersection and bike lane improvements at Scottsdale and Camelback as well as wayfinding signage Downtown.

Ms. Conklu shared next steps, including MAG and Scottsdale's development of an IGA for the project contract, which will require City Council approval. It is hoped that public outreach will begin in February or March. Photographs of the Cycle the Arts event were reviewed.

Subcommittee Member Davis asked about the intent to incorporate elements of the bicycle station study that was completed. Ms. Conklu confirmed that the information will be shared with the consultants. If a whole bike station project for construction is not done, these elements will be built in conjunction with other improvements.

Subcommittee Member Davis noted that as part of the bond package, there were no specific bicycle projects, however there were roadway improvements on 2nd Street, Marshall and 5th Avenue. Provided that these are identified as major bicycle thoroughfares or in need of improvements, he asked whether there will be an opportunity to enact some of the recommendations from the plan. Ms. Conklu confirmed that that is the hope. The Department will be watching this closely.

Commissioner Watton asked if the consultant will consider not only projects on public land, but also private restrictions to new developments going into the Old Town area. Ms. Conklu stated that she will look into this. Discussion ensued regarding the requirements of private developers to provide bike racks and facilities.

Chair Kuzel asked whether selection of the consultant was a direct consultation by MAG or a competitive bid process, noting that Y2K did the bicycle plan study and is now also doing the master plan. Ms. Conklu stated MAG utilizes its on-call list and allows cities to select from the list. Y2K was selected for its experience with public outreach in Phoenix and Tempe as well as the quality of its designs. In addition, Y2K has experience with developing a very detailed bicycle master plan. In response to a question from Chair Kuzel, Ms. Conklu confirmed that the final selection of Y2K was made by her after consultation with the internal group.

Chair Kuzel asked about scooter and bike parking. During Canal Convergence, attendees were invited to be eco friendly and ride their bicycles to the event. However, he discovered that there was very sparse accessibility to bike parking. Scooter parking took up the space of the few bike racks. Most bicyclists had to park their bikes on sidewalks. Ms. Conklu stated that 40 bike parking spaces were added for the event, however, if they are difficult to find, this should be addressed. She identified the parking areas on a map and discussion ensued regarding parking challenges in the area.

Chair Kuzel asked whether it would be possible to post signs prohibiting scooter parking. Ms. Conklu stated that this may not be a possibility, because the City Manager is pushing to require scooters to only be parked in bike racks. Other potential parking locations were discussed.

Chair Kuzel inquired as to why scooter companies cannot be required to provide their own parking. Ms. Conklu stated that the City can impose this requirement. So far, Bird is the only company that made the offer to assist the City with improvements such as pavement marking, signage and parking, however the financial amount they originally proposed as been reduced as additional companies came to Scottsdale. However, even with any potential assistance, the issue of required space remains.

Chair Kuzel asked for clarification on the lack of space. Ms. Conklu stated that the specific issue is lack of right-of-way.

Subcommittee Member Davis commented that there are available racks in Old Town, however they are difficult to find and the design is not standard. Having a formalized design standard would be helpful. Ms. Conklu stated that the design must meet the Association of Pedestrian and Bicycles Park Parking Guide. The City's online map does include the bike parking locations, however, it would be helpful to have it easier to find.

5. 70TH STREET NEIGHBORHOOD BIKEWAY

Ms. Conklu stated that this is a similar program to the Old Town Scottsdale Bicycle Master Plan, including a call for projects. The application for this program was for design assistance for the 70th Street Neighborhood Bikeway. Three or four corridors were explored as possibilities. 70th Street is the longest continuous bike route, however it is not easily identifiable. It is located on the quarter mile bike network and is very suitable as a low stress route for all ages. The half mile network is nearby at 68th Street. The route crosses several existing and upcoming bikeways. The application was successful and MAG contracts directly with the consultants on its approved on-call list.

For this project, Ms. Conklu chose Harrington Planning & Design as the primary consultant, as she liked their work on the bike station plan. Harrington completed a streetscape project in Tempe as well as the 15 percent design for Country Club Way Bike Boulevard. TY-LIN is the subconsultant. TY-LIN designed the pedestrian bridge across Tempe Town Lake and served as the consultant for the additional upcoming Tempe Town Lake Bridge. The program is 100 percent federally funded with no local match requirement. There is no contract between the City and MAG and approval does not go through City Council. The project will include a 15 percent design concept for the 70th Street corridor from Continental (Roosevelt) up to 2nd Street and 69th Street in Old Town. There will be a segmented approach with elements including wayfinding, pavement markings and enhanced crossings where needing. Signalized crossings already exist at the major crossings. The consultants will review the City's local plans and studies.

In 2008, there was a design assistance project on the 70th Street alignment, which is the only space through an alley. At the time, a path concept was designed for the alley for a short stretch. The new design will consider the concept for potential inclusion. The process will include collection of data, bike counts at intersections and approaches and public outreach. A final report and recommendations will be issued on completion. Project boundary details were discussed.

In terms of next steps, MAG is finalizing its contract with the consultant. Department staff will then have an internal kickoff meeting with consultants and other staff. Public outreach to introduce the project would begin in February. When the design concept is completed, it will be prioritized for future funding.

Commissioner Watton asked about the ending point in the north. Ms. Conklu explained the reasoning for ending at the specified location, stating that the goal was to provide people a place to cross Goldwater with a traffic signal.

Subcommittee Member Davis asked whether the idea for the projects is similar to Tempe's Master Bike Boulevard Plan. Ms. Conklu concurred that they are similar. The infrastructure ideas are the same. The goal is to have low stress, mapped and signed routes.

6. BICYCLE FRIENDLY COMMUNITY UPDATE

Ms. Conklu stated that the League of American Bicyclists (LAB) offers the Bicycle Friendly America program for communities, states, universities, and businesses as a tool to make bicycling available for transportation and recreation. The Bicycle Friendly Community Program (BFC) provides incentives, hands-on assistance and award recognition for communities that actively support bicycling. These communities welcome cyclists by providing safe accommodations for

cycling and encouraging people to bike. Increasing the safety and comfort of bicycling improves public health, the environment, quality of life, and economic development.

The BFC evaluates a community by examining five categories (the Five “Es”):

- Engineering
- Education
- Encouragement & Events
- Enforcement
- Evaluation & Planning

BFC guides communities to accomplish a 6th E, Equity. Award categories are designated for four years and include: Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention. Scottsdale was originally awarded Silver in 2005, achieved Silver again two years later and then in 2011 and 2015, Scottsdale was awarded Gold. Evaluations provide cities with measurable goals for improvement. For this evaluation period, the City held public meetings in May and June, 2019 and conducted an online survey. Approximately 123 responses were received. This feedback was helpful in completing the application, which was submitted in August, 2019. It was then apparent that LAB also provides access to its own online survey and this was also made available for Scottsdale citizens to respond to. The total number of responses will not be known until the City's report card is received.

In response to a question from Chair Kuzel, Ms. Conklu confirmed that the City survey did request that respondents share their contact information. Many responses did include this. Chair Kuzel noted the high number of affirmative responses to the question of interest in future bike program and project meetings. He suggested contacting these individuals with information regarding the opportunity to attend Subcommittee meetings. In response to another question from Chair Kuzel, Ms. Conklu stated that she would inquire as to whether LAB asks that responders provide their contact information.

Ms. Conklu stated that there were two public meetings with combined participation of approximately 35 individuals, including four Councilwomen. The City was notified in November that it had once again achieved Gold category. The report card and feedback will be received in the next few weeks and based on this input as well as the responses to the City's own survey, Scottsdale will continue to revise its goals towards reaching the next award level.

7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu stated that the Traffic Engineering staff applied for a safety grant at MAG to install a pedestrian hybrid beacon at Scottsdale Road and Palm Lane. Construction is expected to begin in spring of 2020.

Recently, one of the Department's senior traffic engineering technicians, Tony Plata, was submitted for and received a Clean Air award for outstanding multimodal commuter.

Upcoming City Council items include:

- Request for approval for two more years of grants for the Safe Routes to School Coordinator

- January 14th: Request for approval for two grants for the Thomas Road project and the 68th Street project

Hayden and Thomas intersection improvements are in progress. Chair Kuzel asked Ms. Conklu to pass along his observations regarding significant waviness of the asphalt in the travel lane and crosswalk north and south on Hayden.

Ms. Conklu showed photos from the Canal Convergence Night Ride from Saturday, November 9th. It was a family-friendly seven mile nighttime bike tour primarily around the south end of Old Town, along the Canal and back. There were volunteers from Tempe Bicycle Action Group as well as Officer Bailey from Scottsdale's police bike unit. Commissioner Watton suggested sharing such events as this on the Parks & Recreation Facebook page.

Ms. Conklu stated that the Audit Committee will be doing its sunset review analysis of the Paths & Trails Subcommittee on January 27th, 2020. She will be in attendance and welcomed members to be there.

Chair Kuzel commented that the Subcommittee does not have a significant number of action items on its agenda. To justify continuance, they may need to develop more public involvement. Ms. Conklu said she plans to tell the Audit Committee members that the Subcommittee has added a commissioner from Parks & Recreation, and while they do not present frequently, there is overlap in the bike program. Commissioner Watton shared his appreciation to staff for interacting with commission members in taking suggestions. In Parks & Recreation, there is more a feeling of separation between the Board and the staff. When that Commission wishes to take recommendations to City Council, they have no means of facilitating this communication.

8. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Ms. Conklu stated that she would like to have a guest from Tempe to discuss Vision Zero. Chair Kuzel suggested moving this item to later in the year and that he would prefer kicking off the year with an action item.

A trail inventory discussion is upcoming for April of 2020. Chair Kuzel commented that while this is an important topic, it is not useful unless they actually have a trail inventory.

Ms. Conklu would like to have an upcoming discussion on yearly Y accounts, which are used for programs such as the Cattletrack Trail and sidewalk segments. Dan Worth has suggested that these items be included in public forum, such as presentations to the Transportation Commission and the Paths & Trails Subcommittee.

Chair Kuzel requested to add an agenda item for bicycle crash data analysis.

After discussion, the Y account discussion will be moved to February. Vision Zero will be moved to April.

There was consensus to move forward on an every other month schedule.

9. PUBLIC COMMENT

There were no comments.

10. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Commissioner Watton, the meeting adjourned at 10:45 a.m.

AYES: Chair Kuzel, Commissioner Watton and Subcommittee Member Davis.

NAYS: None

SUBMITTED BY:
Frances Cookson

Staff Representative

***NOTE:** These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>